ER-1: Match Airspace Design to Demands

Benefit, Performance and Metrics

Decoupling Holding Areas:

- Ground delay programs for congestion due to holding for a TRACON or Airport Demand imbalance should be reduced in number.
- Ground stop programs for congestion due to holding for a TRACON or Airport Demand imbalance should be reduced in number.
- Performance improvements will be based on the variance of scheduled throughput against actual for flows to cities whose arrivals have been identified as receiving unpredictable en route delays due to holding for a specific airport or TRACON.
- Performance improvement is measured by decreases in estimated time en route for flights to cities with arrivals that have been identified as receiving predictable en route delays due to holding for a specific airport or TRACON.

Sectorization, restratification, and reroutes:

- Ground delay programs for volume congestion should be reduced in number.
- Ground stop programs due to volume congestion should be reduced in number.
- Performance improvements based on the variance in scheduled throughput against actual for flows to cities whose arrivals have been identified as receiving unpredictable en route delays due to volume congestion a sector or set of sectors.
- Performance improvement is measured by decreases in estimated time en route for flights to cities with arrivals that have been identified as receiving predictable en route delays due to volume congestion a sector or set of sectors.
- Restrictions used to manage sector complexity and congestion should be reduced

Limited Dynamic Sectorization:

- By dynamically balancing traffic flows, complexity should be more manageable resulting in increases in sector throughput rates.
- Restrictions used to manage sector complexity and congestion should be reduced by using LDR.